

Nawisco Lines To Build Six Diesel Ships

Pioneer Purchaser Settles
With Shipping Board for
Two Vessels; Will Remain
in Intercoastal Service

Luckenbach Deal Pending

Williams Line Decision to Have Bearing on Termi- nation of Coast Rate War

Announcing yesterday that a settlement has been reached with the Shipping Board for the purchase of two vessels taken originally at high war prices, the North Atlantic and Western Steamship Company also declared that plans were under way for the construction of six motor ships for use in the intercoastal trade. These ships would have to be built in American yards to comply with the coastwise laws. Details were not divulged.

The North Atlantic and Western Steamship Company was one of the original ship purchasers, having contracted to purchase tonnage at \$185 a ton, and has been able to complete all payments required by the Shipping Board to take over the ownership of this tonnage at the reduced price, said the statement from Vice-President M. J. MacDonald.

The company now owns two vessels, the Brush and the Wahash, has been operating four to nine vessels, other than these two vessels, regularly in the intercoastal trade, and is now planning to construct a fleet of 12 Diesel-driven ships that will enable the company to retain its position in the intercoastal trade.

"Nawisco Lines was the first steamship company from Boston, Portland, Me., and Philadelphia to enter the intercoastal trade after the war, and present equipment and future plans of the company will enable it to hold its position."

This information indicates that the Nawisco Lines intend to remain in business, even though the Shipping Board withdraws its allocated tonnage. The American Steamship Owners' Association recently protested against continuance of this competition, but will not object to the use of privately owned tonnage.

Lines in the intercoastal trade are awaiting results in the negotiations between the board and the Williams Steamship Company, which is one of the pioneer purchasers, obtaining a large amount of tonnage on a low cash payment. The vessels sold to the Atlantic, Gulf and Pacific Steamship Company were recently seized by the board for non-payment of installments. It is evident now that the intercoastal situation is rapidly clearing as the principal objections by the alleged members of the three lines in cutting conference rates. A definite settlement here is expected to be followed by a move for the restoration of the conference, though the situation has been complicated by the entrance of the Munson Line ships into the trade.

The Luckenbach Line yesterday declared that a settlement had been reached with the board, but Edgar F. Luckenbach, president, said that this might be accomplished shortly.

Luckenbach Won't Enter Australian Route Now

Edgar F. Luckenbach, president of the Luckenbach Steamship Company, yesterday denied the report from Australia that he intended to establish a new line in that service. A dispatch to "The Liverpool Journal of Commerce" made the definite statement that Luckenbach would use four ships purchased from the Shipping Board for that purpose.

"Who is it that sits up nights thinking up these stories?" asked Mr. Luckenbach.

The Shipping Board forced me out of that route and I intend to stay out. The Board allocated seventeen sailings to the United States & Australia and I am to make 11 sailings.

The U. S. line has not bought any ships from the board and has never owned American tonnage. Its whole investment in shipping is a \$40,000 interest in a British vessel. I have bought a number of steamers, but that does not get me anywhere."

Sharp Increase in Failures

A rather sharp upturn in the commercial failure rate occurred this week. R. G. Dun & Co. report an increase in all sections of the country except the Pacific Coast. The total number of failures in the country this week, according to Dun's, was 410, compared to 383 last week and 331 for the corresponding week last year. The proportion of failures in which liabilities exceeded \$5,000 was slightly less than last week, however, reaching but 59.5 per cent of the total, compared to 60.9 per cent last week.

Broadstreet's place this week's failures at 362, compared to 386 last week, 419 in the like week last year, 158 in 1920, 116 in 1919 and 160 in 1918.

Army Orders

From The Tribune's Washington Bureau WASHINGTON, Sept. 22.—Army orders issued to-day follow:

Infantry

King, Col. C. to Manila.

Proctor, Lt. G. to San Francisco.

Tate, Capt. E. F. to San Francisco.

Castle, Lt. Col. W. A. to Washington.

Coast Artillery

Walker, Maj. E. H. to Durban.

McGill, Lt. J. E. to Durban.

Miscellaneous

Hoge, Lt. K. C. to Culver.

Wheeler, Lt. Col. E. S. Q. M. C. to Fort Riley.

Navy Orders

From The Tribune's Washington Bureau WASHINGTON, Sept. 22.—Navy orders issued to-day follow:

Naval

King, Col. C. to Manila.

Proctor, Lt. G. to San Francisco.

Tate, Capt. E. F. to San Francisco.

Castle, Lt. Col. W. A. to Washington.

Marine Reports

NOTE.—The hours below are standard time.

THE TIDES

High water Low water

AM PM AM PM

Sandy Hook.... 9:03 9:30 2:32 2:38

Governor's Island.... 9:23 9:45 2:45 3:00

Long Beach.... 10:01 10:30 3:15 3:30

Porto Rico.... 10:00 10:30 3:15 3:30

Winds at Sea—Today

Hatteras to Key West—Fresh north to

northwest winds and partly cloudy

weather. Gulf—Moderate, variable winds, mostly north, and generally fair weather.

West Gulf—Gentle to moderate variable winds and fair weather.

Caribbean Sea—Windward Passage—

Moderate variable winds and partly cloudy weather.

North of Sandy Hook—Moderate variable winds and fair weather.

Sandy Hook to Hatteras—Fresh north-

west winds diminishing, and fair weather.

Arrived Yesterday

Seychelles (Br.), Liverpool Sept. 14; to Cunard Line Sept. 15; to New York via Suez Canal Sept. 16; to third class pass., mails and mds.; Pier 14, N. R.

Malta (Br.), Philadelphia Sept. 21; to New York, with mds., off Bay Ridge, Brooklyn.

France (Fr.), Havre Sept. 14; Plymouth Sept. 15; to the Mediterranean via French Riviera, with mds., Pier 15, second cabin, 350 third class pass., mails and mds.; Pier 16, 5th R.

Denmark (Dum.), Rotterdam Sept. 13; to the Holland-American Line, with mds., Pier 15, second cabin, 350 third class pass., mails and mds.; Pier 16, 5th R.

West Inskip, Hamburg Sept. 7; to the White Star Line, with coal (7,000 tons); Pier 14, 5th R.

United American Lines Sept. 19; to Reliance, Hamburg Sept. 19; to United American Lines Sept. 20; to Chicago, Ill., Havre Sept. 19.... French Line.

Freight Ships Due

Due To-day

Grande Gaarde, San Francisco, Aug. 13.

Servian Prince, Buenos Ayres Aug. 16.

Erdelyi, Copenhagen, Aug. 14.

Kroonstad, Cape Town Sept. 1.

Ebro, Havana Sept. 22; to United Fruit Co.

Port Victoria, Bermuda, Sept. 26.

Furness, Withy & Co.

Due Friday

Aquitania, Southampton Sept. 23.

United American Lines Sept. 24.

America, Buenos Sept. 20; to United American Lines Sept. 21.

Freight Ships Due

Due Saturday

Sierra Nevada, Bremen Sept. 14.

North German Lloyd Sept. 14.

Lafayette, Havre Sept. 15.

United American Lines Sept. 15.

Homerica, Southampton Sept. 16.

Munster, White Star Line.

Thessaloniki, Sept. 17.

United American Lines Sept. 17.

Port Victoria, Bermuda, Sept. 18.

Furness, Withy & Co.

Due Sunday

Sierra Nevada, Bremen Sept. 18.

North German Lloyd Sept. 18.

Sierra Nevada, Bremen Sept. 19.

United American Lines Sept. 19.

Freight Ships Due

Due Monday

Sierra Nevada, Bremen Sept. 20.

North German Lloyd Sept. 20.

Sierra Nevada, Bremen Sept. 21.

United American Lines Sept. 21.

Freight Ships Due

Due Tuesday

Sierra Nevada, Bremen Sept. 22.

North German Lloyd Sept. 22.

Sierra Nevada, Bremen Sept. 23.

United American Lines Sept. 23.

Freight Ships Due

Due Wednesday

Sierra Nevada, Bremen Sept. 24.

North German Lloyd Sept. 24.

Sierra Nevada, Bremen Sept. 25.

United American Lines Sept. 25.

Freight Ships Due

Due Thursday

Sierra Nevada, Bremen Sept. 26.

North German Lloyd Sept. 26.

Sierra Nevada, Bremen Sept. 27.

United American Lines Sept. 27.

Freight Ships Due

Due Friday

Sierra Nevada, Bremen Sept. 28.

North German Lloyd Sept. 28.

Sierra Nevada, Bremen Sept. 29.

United American Lines Sept. 29.

Freight Ships Due

Due Saturday

Sierra Nevada, Bremen Sept. 30.

North German Lloyd Sept. 30.

Sierra Nevada, Bremen Sept. 31.

United American Lines Sept. 31.

Freight Ships Due

Due Sunday

Sierra Nevada, Bremen Sept. 1.

North German Lloyd Sept. 1.

Sierra Nevada, Bremen Sept. 2.

United American Lines Sept. 2.

Freight Ships Due

Due Monday

Sierra Nevada, Bremen Sept. 3.

North German Lloyd Sept. 3.

Sierra Nevada, Bremen Sept. 4.

United American Lines Sept. 4.

Freight Ships Due

Due Tuesday

Sierra Nevada, Bremen Sept. 5.

North German Lloyd Sept. 5.

Sierra Nevada, Bremen Sept. 6.

United American Lines Sept. 6.

Freight Ships Due

Due Wednesday

Sierra Nevada, Bremen Sept. 7.

North German Lloyd Sept. 7.

Sierra Nevada, Bremen Sept. 8.